SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

10

TIME TABLE

FOR THE

NEW MEXICO DIVISION

To Take Effect Sunday, June 15, 1930, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

F. L. BURCKHALTER, *General Manager*

R. L. RUBY, *Superintendent of Transportation*

A. E. SWEET, *Assistant General Manager*

W. B. KIRKLAND, *Superintendent*

Capacity of Sidings in Car Lengths	EASTWARD THIRD CLASS 202 Local Freight	SECOND CLASS 232 Freight	230 Freight	228 Freight	226 Freight	FIRST CLASS 14 Californian	4 Golden State Limited	12 Apache	Distance from San Francisco	Time Table No. 10 June 15, 1930 STATIONS	Distance from Carrizozo	WESTWARD FIRST CLASS 13 Californian	3 Golden State Limited	11 Apache	SECOND CLASS 231 Freight	227 Freight	229 Freight	THIRD CLASS 201 Local Freight
	Leave Tues. Thurs. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed. Fri. Sun.
Yard BKIP						9.00PM	6.50PM	1.05PM	1295.9	TO-R EL PASO Union Passenger Depot (D. T.) 1.1	144.0	s 5.35AM	s 10.20AM	s 11.30AM				
Yard FBWYTPK	7.00AM	7.00PM	1.15PM	6.40AM	12.01AM	9.06	6.56	1.11	1297.0	TO-R EL PASO Octavia St. T. & N. O. Co. Yard (D. T.) 0.6	142.9	5.28	10.13	11.23				
P	7.05	7.05	1.20	6.45	12.05	9.08	6.58	1.13	1297.6	EL PASO Tower 47 T. & N. O. Co. Connection	142.3	5.25	10.10	11.20				
YARD P									1297.0	EL PASO Dallas St. Yard 4.5	142.9				11.50AM	5.30PM	3.35AM	2.50PM
24 Spur P						f			1301.5	FORT BLISS (A. B. S.) 0.8	138.4	f						
100 P	7.30	7.30	1.50	7.10	12.30	f 9.27	7.17	1.32	1302.3	PLANEPORT 6.7	137.6	f 5.07	9.52	11.02	11.30	5.08	3.13	2.30
69 P	7.45	7.42	**2.10**	7.22	12.42	f 9.35	7.25	1.40	1309.0	PANCHO 7.1	130.9	f 4.58	9.44	10.54	11.19	4.57	3.02	**2.10**
99 WP	8.10	7.55	2.23	7.35	12.55	f 9.46	7.33	**1.48**	1316.1	TO NEWMAN 5.6	123.8	f 4.49	9.35	10.45	11.08	4.46	2.50	**1.48**
71 P	8.25	8.05	2.34	7.45	1.05	f 9.54	7.39	1.55	1321.7	HUECO 4.5	118.2	f 4.41	9.27	10.37	10.59	4.37	2.40	1.25
72 P	8.33	8.13	2.42	7.53	1.13	f 9.59	7.44	2.00	1326.2	ALVARADO 5.9	113.7	f 4.34	9.21	10.31	10.52	4.30	2.32	1.13
72 P	8.47	8.23	2.52	8.03	1.23	f 10.07	7.51	2.07	1332.1	DESERT 7.1	107.8	f 4.26	9.13	10.23	10.43	4.21	2.22	1.00
70 P	**9.04**	8.35	3.04	8.15	1.35	f 10.16	7.59	2.15	1339.2	ELWOOD 5.8	100.7	f 4.17	**9.04**	10.14	10.32	4.10	2.10	12.45
119 WYP	**10.07**	8.55	3.24	8.32	**1.55**	s 10.29	8.07	2.23	1345.0	TO OROGRANDE Junction Jarilla Line 6.3	94.9	s 4.09	8.56	**10.07**	**10.07**	4.00	**1.55**	12.30
71 P	10.25	9.08	**3.39**	**8.47**	2.08	f 10.38	8.16	2.32	1351.3	TURQUOISE 5.7	88.6	f 3.57	**8.47**	9.59	9.41	**3.39**	1.31	12.01PM
70 P	10.45	9.19	3.49	9.01	2.19	f 10.46	8.23	2.40	1357.0	PAXTON 5.1	82.9	f 3.50	8.39	9.51	9.32	3.26	1.22	11.50AM
74 P	10.55	9.29	3.58	9.10	2.29	f 10.53	8.30	2.46	1362.1	ESCONDIDA 3.9	77.8	f 3.43	8.32	9.45	9.24	3.17	1.14	11.40
92 P	11.03	9.35	4.04	**9.18**	2.35	f 10.59	8.34	2.51	1366.0	DUNES 6.3	73.9	f 3.37	8.27	9.40	**9.18**	3.10	1.08	11.31
71 P	11.15	9.47	4.20	**9.33**	2.47	f 11.07	8.41	**2.58**	1372.3	VALMONT 5.9	67.6	f 3.29	8.20	**9.33**	9.06	**2.58**	12.58	11.20
109 P	11.27AM	9.59	4.30	9.45	2.59	f 11.14	8.48	3.04	1378.2	OMLEE 4.6	61.7	f 3.22	8.13	9.26	8.57	2.38	12.49	11.10
177 FBWPK	12.30PM	10.20	4.50	**10.20**	3.15 3.35	s 11.43	s 8.58	s 3.20	1382.8	TO-R ALAMOGORDO 1.4	57.1	s **3.15**	f 8.07	s 9.20	8.50	2.30	12.42	10.55 9.23
YP	12.35	10.25	4.55	10.25	3.40	11.45	9.00	3.22	1384.2	ALAMOGORDO JCT 4.4	55.7	2.58	8.03	9.04	8 30	2.08	12.28	9.18
70 P	12.45	10.40	5.10	10.42	3.57	f 11.53PM	9.10	3.32	1388.6	KEARNEY 7.0	51.3	f 2.53	7.58	8.59	8.23	2.00	12.21	9.09
73 P	**1.45**	11.00	5.30	10.55	4.10	s **12.10**AM	9.19	s 3.45	1395.6	TO TULAROSA (A. B. S.) 7.4	44.3	s 2.43	**7.49**	s **8.50**	**8.12**	**1.45**	**12.10**AM	8.50 7.45
70 P	2.15	11.20	5.50	11.08	4.23	f 12.22	9.28	3.55	1403.0	TEMPORAL 4.2	36.9	f 2.25	7.40	8.38	8.00	1.32	11.40PM	7.30
70 P	2.25	**11.30**	6.00	11.15	4.30	f 12.28	9.33	4.00	1407.2	SALINAS 5.7	32.7	f 2.19	7.34	8.32	7.50	1.22	**11.30**	7.20
71 WP	2.43	11.50PM	6.20	11.35	4.50	f 12.40	9.40	f 4.10	1412.9	TO THREE RIVERS 5.5	27.0	f 2.10	7.26	f 8.24	7.40	1.13	11.13	7.10
71 P	3.10	12.10AM	6.40	11.55AM	5.10	f 12.50	9.49	4.20	1418.4	NORTH 6.1	21.5	f 2.00	7.19	8.17	7.30	1.03	11.03	6.55
71 WP	3.40	12.30	7.05	12.20PM	5.35	f 1.03	9.59	f 4.32	1424.5	OSCURA 8.3	15.4	f 1.52	7.12	f 8.10	7.20	12.53	10.53	6.40
70 P	4.00	12.50	7.25	**12.40**	**6.00**	f 1.15	10.10	4.43	1432.8	POLLY 7.1	7.1	f 1.41	**7.02**	8.00	**7.02**	**12.40**	10.40	**6.00**
YARD FBWYPK	4.20PM	1.20AM	7.50PM	1.05PM	6.20AM	s **1.30**AM	s 10.23PM	s 4.55PM	1439.9	TO-R CARRIZOZO	0.0	**1.30**AM	6.52AM	7.50AM	6.40AM	12.20PM	10.25PM	5.40AM
	Arrive Tues. Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(144.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Fri. Sun.
	(9.20) 15.42	(6.20) 22.78	(6.35) 21.87	(6.25) 22.44	(6.19) 22.79	(4.30) 32.00	(3.33) 40.56	(3.50) 37.56		Time over District Average Speed per Hour		(4.05) 35.27	(3.28) 41.54	(3.40) 39.27	(5.10) 27.87	(5.10) 27.87	(5.10) 27.87	(9.10) 15.57

No. 14 will hold main track at Carrizozo to West Switch Old Coal track against No. 13 and head in on Old Coal track.

Between yard limit board East of Alamogordo Junction and connection between main track and siding located east of Alamogordo station, trains to and from the Cloudcroft Line may move under authority of block signals only. All trains must move between these points prepared to stop expecting to find main track occupied. Cloudcroft trains must avoid delaying main line trains and should when practicable move through Alamogordo siding instead of through the connection.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
11	Any Station	Discharge	Amarillo, Tex. and Hutchinson, Kans.	Hutchinson, Kans. and Amarillo, Tex.
12	Any Station	Receive		
12	Any Station	Discharge		Yuma, Ariz

SANTA ROSA SUBDIVISION

Time Table No. 10

June 15, 1930

EASTWARD

Capacity of Sidings in Car Lengths		206 Local Freight (Third Class)	204 Local Freight (Third Class)	230 Freight (Second Class)	228 Freight (Second Class)	226 Freight (Second Class)	232 Freight (Second Class)	4 Golden State Limited (First Class)	12 Apache (First Class)	14 Californian (First Class)	Distance from San Francisco		Stations
		Leave Tue. Thur. Sat.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard	FBWYPK		7.45AM	8.20PM	2.00PM	8.00AM	2.00AM	10.35PM	5.10PM	1.50AM	1439.9	TO-R	CARRIZOZO
											1440.3		CARRIZOZO JUNCTION
71	P		8.00	8.40	2.20	8.20	2.20	10.46	5.21	f 2.01	1446.9		ROBSART
70	WP		8.15	**9.00**	2.35	8.35	2.35	10.56	5.31	f 2 11	1452.2		COYOTE
70	P		8.30	9.25	2.55	8.55	2.55	11.06	5.42	f 2.21	1459.2		LARGO
80	WP		9.00	9.55	3.25	9.25	3.25	11.13	5.50	s 2.31	1463.5	TO	ANCHO
100	P		9.20	10.15	3.45	9.45	3.45	11.20	5.57	f 2.39	1467.0		LUNA
70	P		9.45	10.40	4.10	**10.10**	4.10	11.30	6.08	f 2.50	1473.0		TECOLOTE
70	P		**9.55**	10.52	4.20	10.20	**4.25**	11.36	6.15	f 2.57	1477.8		ELDA
125	WP		10.10	11.10	4.35	10.35	4.35	11.42	6.22	f 3.04	1482.5		GALLINAS
68	YP		**11.00**	**11.53PM**	5.00	**11.00**	4.57	**11.53**	f 6.37	s 3.17	1490.9	TO	CORONA
68	P		11.30	12.05AM	5.10	11.10	**5.27**	11.59PM	6.44	f **3.23**	1495.2		VARNEY
67	WP		11.45AM	12.15	5.20	11.20	5.40	12.04AM	**6.49**	f 3.29	1499.0		TORRANCE
70	P		12.05PM	12.35	5.40	11.40	**6.02**	12.10	6.56	f 3.36	1504.4		HELENA
Yard	WTP		12.40	12.45	**6.00**	11.55AM	6.20	12.18	s 7.05	s 3.45	1510.6	TO	DURAN
78	P		12.55	12.55	6.15	12.10PM	**6.35**	12.25	7.14	f 3.53	1516.6		INDIOLE
78	P		1.05	1.05	6.25	12.20	6.45	12.31	7.21	f 3.59	1521.5		EPRIS
No. 1-97 No. 2-111	KCWP	7.45AM	1.20PM	**1.40**	7.10	1.05	**7.30**	12.43	s 7.35	s 4.23	1525.4	TO-R	VAUGHN
74	P	8.05		1.50	7.20	1.15	7.35	12.47	7.39	f **4.36**	1528.1		TONY
70	P	8.20		2.00	7.30	1.25	7.45	**12.54**	7.47	f 4.45	1533.3		LEONCITO
71	P	8.32		2.10	7.40	1.36	7.55	1.02	7.55	f **5.01**	1540.0		WINKLE
102	WP	9.00		2.22	7.55	**1.50**	8.10	1.11	8.05	s 5.18	1547.2	TO	PASTURA
70	P	9.25		2.32	8.05	2.05	8.25	1.17	8.12	f **5.28**	1552.4		GUADALUPE
70	P	9.40		2.44	**8.20**	**2.20**	8.37	1.25	**8.20**	f 5.40	1558.5		ARABELLA
70	CP	10.05		3.06	8.30	2.30	8.50	1.34	8.28	f 5.51	1563.7		PINTADO
No.1-72 No.2-67	WYP	11.10		**3.35**	8.40	2.45	9.05	1.40	s 8.38	s 6.10	1568.3	TO	SANTA ROSA
92	P	11.35		**4.03**	**9.05**	3.00	9.20	1.49	8.49	f 6.22	1574.0		HAWKS
70	P	11.50AM		**4.13**	9.15	3 15	9.35	1.55	**8.55**	f 6.30	1577.4		LOS TANOS
95	P	12.05PM		4.22	9.25	3.25	9.45	2.00	9.00	f 6.36	1580.3		ALCOR
100	WP	**12.55**		4.37	**9.45**	3.40	**10.00**	2.08	9.09	s 6.48	1585.8	TO	CUERVO
100	P	1.20		4.50	10.00	4.00	10.20	2.20	**9.22**	f 7.00	1594.7		NEWKIRK
69	P	1.30		5.05	10.15	4.15	10.35	2.30	9.31	f 7.12	1600.4		SIMMONS
100	WP	2.00		5.17	10.30	4.30	10.50	**2.40**	9.41	s 7.22	1606.7	TO	MONTOYA
70	P	2.20		5.30	10.45	4.45	11.05	2.52	9.53	f 7.33	1615.5		PALOMAS
70	P	2.40		5.45	11.00	5.00	**11.20**	**3.00**	10.02	f 7.43	1621.9		HARGIS
Yard	FWYTPBK	3.00PM		6.00AM	11.20PM	5.20PM	11.40AM	s 3.15AM	s 10.13PM	s ¶7.55AM	1627.4	TO-R	TUCUMCARI
		Arrive Tue. Thur. Sat.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Time over District / Average speed per hour		(7.15) 14.06	(5.35) 15.91	(9.40) 19.39	(9.20) 20.09	(9.20) 20.09	(9.40) 19.39	(4.40) 40.18	(5.03) 36.88	(6.05) 30.82			

WESTWARD

	Stations	Distance to next station	Distance from Tucumcari	3 Golden State Limited (First Class)	11 Apache (First Class)	13 Californian (First Class)	227 Freight (Second Class)	229 Freight (Second Class)	231 Freight (Second Class)	205 Local Freight (Third Class)	203 Local Freight (Third Class)
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Tue, Thur. Sat.
TO-R	CARRIZOZO	0.4	187.5	s 6.42AM	s 7.38AM	s 1.15AM	11.45AM	9.30PM	6.00AM		12.10PM
	CARRIZOZO JUNCTION	6.6	187.1								
	ROBSART	5.3	180.5	6.32	7.26	f 1.03	11.25	9.15	5.45		11.50AM
	COYOTE	7.0	175.2	6.25	7.19	f 12.52	11.10	**9.00**	5.30		11.35
	LARGO	4.3	168.2	6.16	7.10	f 12.42	10.50	8.40	5.10		11.15
TO	ANCHO	3.5	163.9	6.11	7.05	s 12.34	10.40	8.30	5.00		11.00
	LUNA	6.0	160.4	6.06	7.00	f 12.26	10.25	8.15	4.50		10.35
	TECOLOTE	4.8	154.4	5.57	6.51	f 12.17	**10.10**	7.55	4.35		**10.10**
	ELDA	4.7	149.6	5.51	6.45	f 12.11	**9.55**	7.40	**4.25**		9.45
	GALLINAS	8.4	144.9	5.45	6.39	f 12.05AM	9.45	7.30	4.00		9.20
TO	CORONA	4.3	136.5	5.33	f 6.26	s **11.53PM**	9.30	7.09	3.45		8.45
	VARNEY	3.8	132.2	**5.27**	6.16	f 11.32	9.15	6.59	**3.23**		7.40
A. B. S.	TORRANCE	5.4	128.4	5.21	6.10	f 11.24	9.05	**6.49**	3.10		7.25
	HELENA	6.2	123.0	5.14	**6.02**	f 11.15	8.50	6.25	2.55		7.10
TO	DURAN	6.0	116.8	5.06	f 5.53	s 11.06	8.30	**6.00**	2.40		6.50
	INDIOLE	4.9	110.8	4.58	5.44	f 10.55	8.15	5.40	2.25		**6.35**
	EPRIS	3.9	105.9	4.51	5.37	f 10.48	8.00	5.25	2 10		6.15
TO-R	VAUGHN	2.7	102.0	4.41	s 5.27	s 10.35	**7.30**	5.05	**1.40**	3.30PM	6.00AM
	TONY	5.2	99.3	**4.36**	5.18	f 10.25	6.50	4.15	1.10	3.10	
	LEONCITO	6.7	94.1	4.28	5.10	f 10.17	6.30	3.55	**12.54**	2.45	
	WINKLE	7.2	87.4	4.19	**5.01**	f 10.07	6.10	3.35	12.20AM	2.20	
TO	PASTURA	5.2	80.2	4.10	4.52	s 9.58	5.45	3.10	11.50PM	**1.50**	
	GUADALUPE	6.1	75.0	4.00	4.43	f 9.49	**5.28**	2.40	11.25	1.25	
	ARABELLA	5.2	68.9	3.51	4.33	f 9.40	5.11	**2.20**	11.10	1.00	
	PINTADO	4.6	63.7	3.42	4.23	f 9.31	4.56	2.00	10.55	12.40	
TO	SANTA ROSA	5.7	59.1	f **3.35**	s 4.15	s 9.25	4.36	1.40	10.35	12.15PM	
	HAWKS	3.4	53.4	3.27	**4.03**	f **9.05**	4.21	1.25	10.20	10.50AM	
	LOS TANOS	2.9	50.0	3.22	3.59	f **8.55**	**4.13**	1.15	10.12	10.40	
	ALCOR	5.5	47.1	3.18	3.55	f 8.44	4.05	1.10	10.05	10.25	
TO	CUERVO	8.9	41.6	3.10	**3.47**	s 8.36	**3.47**	**12.55**	**9.45**	**10.00**	
	NEWKIRK	5.7	32.7	2.57	3.34	f 8.23	3.10	12.20	**9.22**	9.30	
	SIMMONS	6.3	27.0	2.50	3.27	f 8.15	2.55	12.10PM	9.02	9.15	
TO	MONTOYA	8.8	20.7	**2.40**	3.19	s 8.05	**2.40**	11.55AM	8.40	9.00	
	PALOMAS	6.4	11.9	2.26	3.09	f 7.53	2.10	11.35	8.20	8.27	
	HARGIS	5.5	5.5	2.18	**3.00**	f 7.45	1.55	**11.20**	8.08	8.15	
TO-R	TUCUMCARI		0.0	2.08AM	2.40AM	¶ 7.35PM	1.35AM	11.00AM	7.50PM	8.00AM	
	(187.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Tue. Thur. Sat.
	Time over District / Average speed per hour			(4.34) 41.07	(4.58) 37.75	(5.40) 33.67	(10.10) 18.45	(10.30) 18.17	(10.10) 18.45	(7.30) 13.60	(6.10) 13.86

No. 4 will hold Main track at Tucumcari to West Connection East Yard against Nos. 3 and 11 and head in on No. 1 track.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
11	Any Station	Discharge		Hutchinson, Kans. and Amarillo, Tex.
12	Any Station	Receive	Amarillo, Tex. and Hutchinson, Kans.	
12	Any Station	Discharge		Yuma, Ariz.

SANTA ROSA SUBDIVISION
DAWSON LINE

Time Table No. 10 — June 15, 1930

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 210 Local Freight	EASTWARD FIRST CLASS 208 Passenger	Distance from San Francisco		STATIONS	Distance from Dawson	WESTWARD FIRST CLASS 207 Passenger	WESTWARD SECOND CLASS 209 Local Freight
	Leave Mon. Wed. Fri.	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.
Yard TWYPBKF	8.30AM	8.20AM	1627.4	TO-R	TUCUMCARI 7.5	132.0	s 7.05PM	5.30PM
41 P	8.50	f 8.37	1634.9		BASCOM 5.5	124.5	f 6.48	4.40
29 P	9.05	f 8.49	1640.4		CANADIAN 9.7	119.0	f 6.36	4.04
42 P	9.35	f 9.09	1650.1		ATARQUE 5.5	109.3	f 6.15	3.35
2 Spur		f	1655.6		TRIGG RANCH 6.1	103.8	f	
29 YWP	10.10	s 9.35	1661.7		CAMPANA 5.9	97.7	s 5.50	2.50
29 P	10.35	f 9.50	1667.6		MEDIO 5.4	91.8	f 5.23	2.15
60 CYP	11.15	f 10.05	1673.0		CABEZA 4.9	86.4	f 5.01	1.40
72 P	11.40AM	s 10.16	1677.9	TO	MOSQUERO 8.4	81.5	s 4.51	1.20
52 WP	12.01PM	s 10.34	1686.3		SOLANA 9.8	73.1	s 4.32	12.55
29 P	1.15	s 10.55	1696.1	TO	ROY 10.3	63.3	s 4.12	12.25PM
58 YP	1.55	s **11.17**	1706.4	TO	MILLS 4.3	53.0	s 3.50	**11.17**AM
74 P	2.10	f 11.27	1710.7		ALICIA 4.9	48.7	f 3.40	10.50
58 WP	2.50	s 11.38	1715.6		ABBOTT 6.2	43.8	s 3.30	10.20
51 P	**3.15**	f 11.51AM	1721.8		VERNON 8.0	37.6	f **3.15**	9.45
37 CYP	3.50	s 12.10PM	1729.8	TO	TAYLOR 11.5	29.6	s 2.55	9.15
P		12.35 12.40	1741.3		FRENCH 0.4	18.1	2.30 2.27	
27 P	4.40	f 12.42	1741.7		LLOYD 12.6	17.7	f 2.25	8.15
Yard PI	5.10	s 1.07	1754.3		COLFAX 5.1	5.1	s 2.00	7.45
Yard YCWTPBK	5.30PM	s 1.20PM	1759.4	TO-R	DAWSON	0.0	1.45PM	7.30AM
	Arrive Mon. Wed. Fri.	Arrive Daily Ex. Sunday			(132.0)		Leave Daily Ex. Sunday	Leave Tues. Thurs. Sat.
	(9.00) 14.64	(5.00) 26.40			Time over District Average Speed per hour		(5.20) 24.75	(10.00) 13.20

No. 208 is superior to No. 207

Time shown at French applies at A. T. & S. F. Station and is for information only.

ALAMOGORDO SUBDIVISION
JARILLA LINE

Time Table No. 10 — June 15, 1930

Capacity of Sidings in Car Lengths	EASTWARD			Distance from San Francisco		STATIONS	Distance from Zora	WESTWARD		
119 WYP				1345.0	TO	OROGRANDE Junction Jarilla Line 0.5	4.9			
40 Spur				1345.5		SMELTER 2.3	4.4			
9 Spur				1347.8		MURRAY 0.1	2.1			
12				1347.9		JARILLA 0.6	2.0			
33 Spur				1348.5		LUCKY MINE 0.4	1.4			
4 Spur				1348.9		JARILLA RED. CO. 0.7	1.0			
2 Spur				1349.6		PARKER 0.3	0.3			
				1349.9		ZORA	0.0			
						(4.9)				

ALAMOGORDO SUBDIVISION
CLOUDCROFT LINE

Time Table No. 10 — June 15, 1930

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 218 Mixed	EASTWARD SECOND CLASS 214 Mixed	Distance from San Francisco		STATIONS	Distance from Russia	WESTWARD THIRD CLASS 213 Mixed	WESTWARD THIRD CLASS 217 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
177 BFWPK	12.15PM	7.00AM	1382.8	TO-R	ALAMOGORDO 1.4	32.3	s 3.00PM	s 6.25PM
YP	12.20	7.05	1384.2		ALAMOGORDO JUNCTION 2.8	30.9	2.50	6.15
2 Spur			1387.0		OLIVERLEE 1.8	28.1		
17 P	f 12.35	f 7.25	1388.8		LA LUZ 3.7	26.3	s 2.35	s 6.00
14	f 12.55	f 7.45	1392.5		EL VALLE 2.9	22.6	f 2.10	f 5.35
15	f 1.10	f 8.00	1395.4		PINTO 3.2	19.7	f 9.55	f 5.20
15 P	s **1.35**	s 8.25	1398.6		HIGH ROLLS 0.7	16.5	s **1.35**	s 5.00
9 P	s 1.40	s 8.30	1399.3		MOUNTAIN PARK 1.6	15.8	s 1.25	s 4.50
7 WP	f 1.55	f 8.45	1400.9		WOOTEN 2.6	14.2	f 1.15	f 4.40
8 YP	f 2.15	f 9.05	1403.5		TOBOGGAN 0.2	11.6	f 1.00	f 4.25
			1403.7		SWITCHBACK (South End) 0.6	11.4		
			1404.3		SWITCHBACK (North End) 1.6	10.8		
1 Spur			1405.9		BAILEYS 2.8	9.2		
14 WPY	s 2.55PM	s 9.50	1408.7	TO-R	CLOUDCROFT 0.7	6.4	s 12.20	3.45PM
41 Spur		9.55	1409.4		HOTEL 1.2	5.7	12.05PM	
11 Spur		f 10.05	1410.6		COX CANON 2.7	4.5	f 11.55AM	
2 Spur			1413.3		HUDMANS 1.8	1.8		
22 YP		s 10.30AM	1415.1		RUSSIA	0.0	11.30AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(32.3)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.40) 9.71	(3.30) 9.23			Time over District Average speed per hour		(3.30) 9.23	(2.40) 9.71

ALAMOGORDO SUBDIVISION
CAPITAN LINE

Time Table No. 10 — June 15. 1930

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 216 Mixed	Distance from San Francisco		STATIONS	Distance from Capitan	WESTWARD THIRD CLASS 215 Mixed
	Leave Tue. Fri.					Arrive Tue. Fri.
Yard BWYPKF	8.00AM	1439.9	TO-R	CARRIZOZO 0.4	21.3	s 1.20PM
	8.02	1440.3		CARRIZOZO JUNCTION 8.7	20.9	1.15PM
5 Spur	f 8.50	1449.0		WALNUT 4.4	12.2	s 12.40PM
		1453.4		SWITCH BACK (N. End) 0.4	7.8	
		1453.8		SWITCH BACK (S. End 0.7	7.4	
5 Spur	f 9.35	1454.5		INDIAN DIVIDE 4.2	6.7	f 11.55AM
27 Spur Y	f 10.00	1458.7		COALORA 2.5	2.5	f 11.25
32 Spur P	s 10.25AM	1461.2		CAPITAN	0.0	11.00AM
	Arrive Tue. Fri.			(21.3)		Leave Tue. Fri.
	(2.25) 8.81			Time over District Average speed per hour		(2.20) 9.13

RULE 2. The following are designated watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

El Paso, First National Bank Bldg.	G. D. Davidson Co.
Alamogordo	A. Sorenson.
Carrizozo	J. K. Such.
Tucumcari	E. E. Rivers.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only trains originating or terminating at Alamogordo will register at that point.

RULE 83 (B). First Class trains register at El Paso (Octavia Street) and at Vaughn by ticket.

RULE 83 (D). Trains on Cloudcroft Line must obtain clearance card before leaving Cloudcroft when such station is an open train-order office.

All trains must obtain clearance card before leaving Vaughn.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

El Paso	Russia	Tucumcari	
Alamogordo	Carrizozo	Santa Rosa	Dawson
Cloudcroft	Capitan	Vaughn	

RULE 104. The normal position of switches at Junctions will be as follows:

Alamogordo Junction	For Main Track.
Carrizozo Junction	For Main Track.
Tucumcari (Dawson Line)	For Stock Track.
French Jct.	For Main Track.

RULE 827. On freight trains when conditions are favorable and in the judgment of Conductor it is safe to do so, a distance of sixty miles may be run without stopping for train inspection. Thorough inspection must be made at any intermediate stops.

Freight trains, descending grades, will stop at least ten minutes at Medio and Campana, and five minutes at High Rolls, La Luz and Walnut.

Engines, running light, descending grades of 1½ percent or over will make same stops for inspection as are made by freight trains.

AIR BRAKE AND TRAIN INSPECTION

Use of Retainers

Immediately before passing MP 1488.85 passenger trains will make running air test.

Westward trains will use all retainers from Cabeza to Campana, from Indian Divide to Walnut, and from Zora to Orogrande. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Sufficient retainers will be used on Westward trains between Planeport and El Paso to insure safety.

Where retainers are used the rate of speed of freight or mixed trains on any grade of 1% or over will not exceed twenty-five miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

Westward trains between Mosquero and Campana, and at all points on the Capitan and Cloudcroft lines must use 90 pounds brake pipe pressure.

Westward trains will make rear end test as required by Rule 17, "Rules and Regulations governing Air Brakes," before leaving Russia, Cloudcroft, High Rolls, Indian Divide, Walnut, Mosquero, Cabeza and Medio.

INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE AND WATER IN BRAKE PIPES.

(a) Car Department forces must blow water out of yard air line by opening supply pipe valve fully and suddenly before coupling to any train brake pipe.

(b) At terminals upon arrival of freight trains the hose on the first five head end cars must be uncoupled, after which the brake pipe on each of these cars must be thoroughly blown out consecutively from an engine or yard air line.

(c) Before coupling engine to any train, brake pipe must be blown out by opening angle cock wide open on end of engine next to train, with brake valve handle in release position.

(d) When cars are set out enroute the brake pipe must be blown out from the head end of the cars set out and angle cock left open.

(e) Before starting descent of grade with a freight train, the brake pipe at the forward portion of train must be blown out by uncoupling the hose between the first and second cars, leaving both angle cocks open.

(g) Instructions in letters a and d apply irrespective of climatic conditions or time of year. Letters b, c and e must be put into effect when freezing weather is liable to be encountered before descending grades as follows:

Gallinas—East and West, except Eastward trains may do so at Tecolote or Elda and Westward trains at Corona if stops made at these points.

Mosquero—West.

Russia or Cloudcroft. Capitan.

Conductors will note temperature shown by thermometer on their caboose and see that above instructions are complied with when freezing weather prevails.

AUTOMATIC BLOCK SYSTEM

When stopped at block signals 14403 or 14396 Carrizozo, 15246, 15259, 15252 or 15253 Vaughn, 15682 or 15689 Santa Rosa, trains may then proceed with caution not exceeding twelve miles per hour to next home signal. In foggy or stormy weather flagman must precede train.

Light signals are used to protect connection between main track and No. 1 track just East of passenger station Tucumcari.

INTERLOCKING

El Paso—Tower 47:

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements in either direction against current of traffic—one short and two long.

North lead, Eastward—one long and one short.

North lead, Westward—one long, one short and one long.

South lead, Eastward—one short, two long and one short.

South lead, Westward—two short and two long.

To T&P main track—two short, one long and one short.

Westward to West yard—one short, one long and two short.

To East yard—two long and two short.

Eastward to West yard—one short, one long and one short.

To New Mexico Division from T&NO yard—one long, two short and one long.

From West Yard to New Mexico Division—three long and one short.

From New Mexico Division to T&NO yard—one long.

From New Mexico Division to West yard—two short, two long and one short.

S. P. Shop lead Eastward from any point—two short, two long and two short.

S. P. Shop lead Westward from any point—two short, one long and two short.

S. P. Roundhouse lead Eastward—one short, two long and two short.

S. P. Roundhouse lead Westward—two short, two long and one short.

El Paso—Tower 6:

(Note.—Upper arm at switch leading to Union Depot governs route to Union Depot track. The lower arm governs the route to either T&NO or Pacific Lines Freight Yard.)

Whistle signals as follows:

Main track movements in either direction with current of traffic—one long.

Main track movements between Pacific Lines No. 2 track and T&NO double track in either direction—one short, one long and one short.

Other main track movements in either direction against current of traffic—one short and two long.

T&NO Union Depot connection, from any direction—one long and one short.

Pacific Lines Union Depot connection, from any direction—one long, one short and one long.

COLFAX:

At A. T. & S. F. R. R. crossing, the normal position of signals and derails is for Southern Pacific trains.

MISCELLANEOUS

1. Employes of New Mexico Division using tracks of the El Paso Union Depot Company within their yards in El Paso are governed by the rules, regulations and current time-tables of that Company.

2. Between Tower 47 and Tower 6, El Paso, the North track will be known as T&NO track No. 1 and the South track as T&NO track No. 2. Main tracks between Tower 47, El Paso (Octavia Street), and El Paso (Union Depot), and Tower 6 will be used jointly by trains of the T&NO, T&P, Rio Grande Division and New Mexico Division. Trains between these points will move with caution, expecting to find main track occupied. Second class, or inferior trains, or engines must not occupy main track between these points when it is known a first class train will be delayed.

New Mexico Division Eastward first class trains use T&NO track No. 2, El Paso Union Depot connection to crossover from T&NO track No. 2 to T&NO track No. 1 and to T&NO North lead tracks, thence into New Mexico Division tracks. Above crossovers are located just East of Austin Street viaduct, and switches controlling movement will be handled by signalman from Tower 47. Engineer desiring to make above moves use engine whistle signal, one long, two short and one long.

New Mexico Division Westward first class trains leaving their tracks at Tower 47, use T&NO North lead track to crossover just West of Cotton Ave. from T&NO North lead track to T&NO track No. 1 and use T&NO track No. 1 from crossover to El Paso Union Depot connection.

New Mexico Division Westward freight trains enter West yard (Dallas Street) El Paso at Missouri Street.

Spur track connecting with New Mexico Division main track near West gate Piedras Street shop yard paralleling East Missouri Street is known as Missouri Street Spur. Switch governing use of track is located within limits of interlocker plant Tower 47, but not controlled from Tower 47.

Trains entering El Paso which become disabled and block street crossing, will as soon as possible, call yardmaster in order to secure assistance of yard engine to avoid unnecessary delay in clearing street crossings.

3. On passenger trains entering terminals where engines are to be changed, or train switched, rear brakeman will open steam valve on rear of train at Yard Limit board of such terminal and after doing so sound communicating signal 16 (m).

4. Sprinklers on engines handling passenger trains must be used through station grounds at Orogrande and Pastura and at all points where sprinkler flags are placed.

Conductors must make wire report to Superintendent when for any reason sprinklers are not used where dust is particularly noticeable.

5. Look out for drifting sand between Planeport and Hueco, Turquoise and Paxton, switches at Temporal and Robsart; and for rocks and trees immediately after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

6. Ash pans must not be dumped and trains moved over cinders before fire has been extinguished.

7. Report to Chief Train Dispatcher from first point of communication, any leak in water service pipe line between Carrizozo and Pastura.

9. **First class trains meeting at Alamogordo will use that portion of the siding between the East and West connections, and time-table schedules and train orders applicable between first class trains only will apply at these connections. Other trains will clear the siding between these connections to avoid delay to first class trains meeting at that point.**

10. Freight trains taking water at Alamogordo from main track, will, when practicable, use East water column so as to avoid dumping cinders around switch and frog of East switch to house pocket.

When on siding cinders can be dumped at either column, and freight train on siding should use West column.

11. East end of brick plant track, Ancho, between East switch and point 250 feet West, cannot be used by 2-10-2 class engines, account sharp curvature.

12. Normal position of inside cutoff switch East end Pastura siding is lined and locked for stock track.

CLOUDCROFT LINE

26. Normal position for switch of wye Cloudcroft end, Alamogordo Junction, will be for the East leg.

27. **Trainmen will lock switches at North and South ends of Switchback between Toboggan and Baileys for Westward trains, when cars are left on either end of Switchback.**

28. When necessary to turn at Toboggan, enter South leg of wye.

29. Look out for rocks and trees between La Luz and Russia.

30. **Cars must not be cut off while in motion.**

31. **Auxiliary retainer air line must be used on all trains.**

32. Enter Cloudcroft and Russia Yard limits expecting to find Lumber Co. trains occupying main track.

33. **Maximum tonnage per operative brake between Russia and La Luz 80 Ms.**

JARILLA LINE

37. Trains must move with caution account heavy grades and curvature.

CAPITAN LINE

40. **Normal position of switch of wye Capitan end, Carrizozo Junction, will be for the West leg.**

41. Look out for rocks and trees between Walnut and Coalora.

42. **Cars must not be cut off while in motion.**

43. **Maximum tonnage per operative brake between Indian Divide and Walnut 120 Ms.**

DAWSON LINE

50. Look out for drifting sand between Tucumcari and Canadian and between Abbott and Colfax, and rocks and trees between Canadian and Cabeza.
51. Take full tank of coal at Taylor.
52. Take only sufficient water at Solana to make next water station.
53. Westward trains must not follow each other closer than fifteen minutes between Cabeza and Campana.
54. While handling cuts of cars from loading tipples to train yard, Dawson, air brakes must be cut in and used on all cars.
55. Maximum tonnage per operative brake between Cabeza and Campana 160 Ms.

DERAILERS IN MAIN TRACK

JARILLA LINE

Derailing switch 190 feet East of wye switch.

Derailing switch 5975 feet East of wye switch.

DAWSON LINE

Derailing switch 550 feet West of West switch, Dawson yard.

CLOUDCROFT LINE

Derailing switch 150 feet West of West wye switch Cloudcroft.

Derailing switch 427 feet East of main track switch, on East leg of wye, Alamogordo Jct.

Derailing switch 192 feet East of main track switch, on West leg of wye, Alamogordo Jct.

CAPITAN LINE

Derailing switch 283 feet East of main track switch, on West leg of wye, Carrizozo Jct.

Derailing switch 359 feet East of main track switch, on East leg of wye, Carrizozo Jct.

SPEED TABLE

Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.	Miles per Hour	1 Mile in Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27	51	1	11
8	7	30	22	2	43	32	1	52	42	1	25	52	1	9
10	6		23	2	36	33	1	49	43	1	23	53	1	8
12	5		24	2	30	34	1	45	44	1	21	54	1	7
15	4		25	2	24	35	1	42	45	1	20	55	1	6
16	3	45	26	2	18	36	1	40	46	1	18	56	1	4
17	3	31	27	2	13	37	1	37	47	1	16	57	1	3
18	3	20	28	2	8	38	1	34	48	1	15	58	1	2
19	3	9	29	2	4	39	1	33	49	1	13	59	1	1
20	3		30	2		40	1	30	50	1	12	60	1	0

SPEED RESTRICTIONS

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR, EXCEPT BETWEEN FT. BLISS AND TUCUMCARI THE MAXIMUM SPEED IS 60 MILES PER HOUR. WHEN WATER CAPACITY OF ENGINE TENDER IS LESS THAN 9,000 GALLONS, MAXIMUM SPEED IS 50 MILES PER HOUR EXCEPT ENGINES 3100 TO 3109 INCLUSIVE WHICH ARE PERMITTED A MAXIMUM SPEED OF 60 MILES PER HOUR.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD, IS 40 MILES PER HOUR.

MAXIMUM SPEED OF PASSENGER TRAINS IS 50 MILES PER HOUR ON CURVES FROM 2 TO 3 DEGREES AND 45 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF FREIGHT OR MIXED TRAINS OR LIGHT ENGINES MOVING FORWARD IS 35 MILES PER HOUR ON CURVES FROM 2 to 3 DEGREES AND 30 MILES PER HOUR ON CURVES FROM 3 TO 4 DEGREES.

MAXIMUM SPEED OF 2-10-2 CLASS ENGINES IN PASSENGER SERVICE IS AS FOLLOWS:

(a) Tangent track—45 miles per hour.
(b) On curves of less than 5 degrees—40 miles per hour.
(c) On curves of 5 to 6 degrees—35 miles per hour.
(d) On curves of 6 to 7 degrees—30 miles per hour.
(e) On curves of 7 to 10 degrees—25 miles per hour.

MAXIMUM SPEED OF CONSOLIDATED AND MIKADO TYPE ENGINES (57 AND 63 INCH DRIVERS) IN PASSENGER SERVICE IS 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING OTHER SPEED RESTRICTIONS.

No. 4 reduce speed to twenty miles per hour passing station at Vaughn and No. 3 to twenty miles per hour passing station at Alamogordo to permit exchange of U. S. Mail.

Following speed must not be exceeded with dead or disabled engines being towed in trains:

When main rod only is removed .... 30 miles per hour.
When side rods only are removed .... 30 miles per hour.
When both main and side rods are removed .... 20 miles per hour.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except:

(a) Wooden baggage, express and other head end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled in head end of passenger trains, provided consist does not exceed seven cars, and inspection indicates movement can be made with safety.

(b) Wooden passenger carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour.. When consist of local regular or extra trains contain both wooden and steel passenger carrying cars, the wooden equipment must be kept together and on the rear.

Page	BETWEEN	Passenger	Freight Mixed and light engines moving forward	Light engines backing
	Through crossovers, turnouts	15	15	15
2	El Paso, interlocking limits Tower 47 and Tower 6	10	10	10
2	El Paso, Street Crossings	10	10	10
2	El Paso and Ft. Bliss, 4° curves	30	30	20
2	M. P. 1345 and M. P. 1360	50	35	20
2-3	El Paso and Tucumcari, steam derrick and industrial crane	------	25	------
2-3	El Paso and Tucumcari, rotary snow plow	------	15	------
2-3	El Paso and Tucumcari, pile driver	------	25	------
2-3	El Paso and Tucumcari	------	------	20
2-3	El Paso and Tucumcari, class C-20, C-21, C-22, C-23, MK-5, MK-6, MK-7, MK-8, MK-9, F-3, F-4, F-5, F-6, engines moving light	------	35	20
2-3	El Paso and Tucumcari, class C-11, C-12, C-14, C-15, C-17	------	30	20
2-3	El Paso and Tucumcari, switch engines, moving light	------	20	20
2-3	El Paso and Tucumcari, backing up with cars or moving cars ahead of engine	20	20	------
3	Wye, Corona	5	5	5
3	Between switches, Santa Rosa	35	25	20
4	Thru interlocking limits with caution	------	------	------
4	Orogrande and end of track at Zora	12	12	12
4	Alamogordo and La Luz	20	20	20
4	La Luz and Russia	12	12	12
4	Carrizozo and M. P. 1450	20	20	20
4	M. P. 1450 and Capitan	12	12	12
4	Tucumcari and Dawson	35	30	20
4	Tucumcari and Dawson, curves of 4° to 6°	25	25	20
4	Tucumcari and Dawson, curves of 6° and over	15	15	15
4	Cabeza and Campana, Westward	15	15	15
4	Cabeza and Campana, Eastward	25	25	20
4	Tucumcari and Dawson, switch engines moving light		20	20
4	Dawson, over road crossing just east of station and between sunset and sunrise, must be	4 Flg'd	4 Flg'd	4 Flg'd
4	Dawson, over road crossing just South of Loretta tipple	4	4	4
4	Tucumcari and Dawson, steam derrick	------	20	------
4	Tucumcari and Dawson, rotary snow plow	------	15	------
4	Tucumcari and Dawson, pile driver and industrial crane	------	25	------
4	Tucumcari and Dawson, backing up with cars or moving cars ahead of engine	20	20	------
4	Tucumcari and Dawson, Mikado type engines over following bridges, 1631-A, 1639-A, 1644-A, 1647-C, 1648-C, 1740-B	15	15	15

STRUCTURES LESS THAN STANDARD CLEARANCE

EL PASO TO OROGRANDE—EASTWARD

Mile Post	LOCATION	DESCRIPTION
1316.1	Newman	Water Column, Main Track and Siding .... Side

OROGRANDE TO ZORA—EASTWARD

1345.0	Orogrande	West End Cinder Incline, Main Track .... Side
1348.5	Lucky Mine	Lucky Mine Ore Bins, No. 2 Spur .... Side
1348.5	Lucky Mine	Loading Tipple, Tracks No. 1, 4 & 5 .... Over & Side

OROGRANDE TO ALAMOGORDO—EASTWARD

1382.8	Alamogordo	Cinder Loading Platform, Track No. 60 .... Side
1382.8	Alamogordo	Tree, Tracks No. 19 and 36 .... Over & Side
1382.8	Alamogordo	Ice Plant Buildings, Track No. 35 .... Side

OROGRANDE TO ALAMOGORDO—EASTWARD (CONT'D)

1382.8	Alamogordo	Trestle for Conveyor Pipe at Mill, Track No. 101 .... Side
1382.8	Alamogordo	Treating Plant Tel. Wire, Track No. 110 .... Over
1382.8	Alamogordo	Treating plant Hoist Cable on Platform, Track No. 110 .... Over
1382.8	Alamogordo	Coal Chute, Main Track .... Side
1382.8	Alamogordo	Water Column (East) Main Track and Siding .... Side
1382.8	Alamogordo	Water Column (West) Main Track and Siding .... Side
1382.8	Alamogordo	Roundhouse, Track No. 20 .... Over & Side
1382.8	Alamogordo	Thomas Store, Track No. 7 .... Side
1382.8	Alamogordo	Planing Mill Platform, Track No. 101 .... Side
1382.8	Alamogordo	S. W. Lbr. Co. Storehouse, Track No. 101 .... Side
1382.8	Alamogordo	Drying Rack at Mill Track No. 108 .... Side
1382.8	Alamogordo	West End Mill, Track No. 119 .... Over & Side
1382.8	Alamogordo	Treat. Plant Plat. & Power Ho., Track No. 111 .... Side
1382.8	Alamogordo	Treat. Plant & Platform, Track No. 110 .... Side
1382.8	Alamogordo	Treat. Plant Coal Bin, Track No. 111 .... Side
1382.8	Alamogordo	Treat. Plant Power House, Track No. 110 & 111 .... Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 2, Planing Mill .... Side
1382.8	Alamogordo	Breece Lbr. Co., Track No. 5, Tie Loading Dock .... Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 4, Piles of Lath .... Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 4, Wood House .... Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 1, Piles of Logs .... Side
1382.8	Alamogordo	Breece Lumber Co., Track No. 3, Log Platform .... Side
1382.8	Alamogordo	Breece Lbr. Co., Track No. 1, Power Line Pole .... Side

ALAMOGORDO TO RUSSIA—EASTWARD

1387.0	Oliverlee	Loading Tipple, Spur .... Over & Side
1398.6	High Rolls	Freight House Platform, Siding .... Side
1400.9	Wooten	Water Treater Platform, Main Track .... Side
1408.7	Cloudcroft	Breece Lumber Co., Motor Car House, Breece Lumber Co., Connection .... Side
1408.7	Cloudcroft	Breece Lumber Co., Tool House, Lbr Co. Conn. .... Side
1408.7	Cloudcroft	Breece Lumber Co., Wood Shed, Lbr Co., Conn. .... Side
1408.7	Cloudcroft	Breece Lumber Co., Eng Shed, Lbr Co., Main Track and Siding .... Side
1408.7	Cloudcroft	Breece Lumber Co., Oil House, Lbr Co. Conn. .... Side
1408.7	Cloudcroft	Water Tank Spout, Main Track .... Over
1408.7	Cloudcroft	Breece Lbr. Co., Conn., N. W. Corner P. O. Bldg .... Side
1408.7	Cloudcroft	Breece Lumber Co., Conn., Dwellings opposite, P. O. Building .... Side
1408.7	Cloudcroft	Breece Lbr. Co., Conn. Fence, near Tool House .... Side

Note—Look out for narrow rock cuts between La Luz and Russia

ALAMOGORDO TO CARRIZOZO—EASTWARD

1412.9	Three Rivers	Water Column, Main Track & Siding .... Side
1424.5	Oscura	Water Column, Main Track and Track No. 1 .... Side
1424.5	Oscura	Spout on Water Tank, Track No. 2 .... Over
1439.9	Carrizozo	Water Column, Cinder Pit Track .... Side
1439.9	Carrizozo	Coal Chute & Sand House, Track No. 20 .... Over & Side
1439.9	Carrizozo	Walls, Cinder Track No. 21 .... Side
1439.9	Carrizozo	Loading Crane, Track No. 17 .... Side
1439.9	Carrizozo	Storehouse Platform, Track No. 16 .... Side
1439.9	Carrizozo	Machine Shop, Track No. 15 .... Over & Side
1439.9	Carrizozo	Coal Chute, Hopper Track No. 37 .... Side

CARRIZOZO TO CAPITAN—EASTWARD

1454.5	Indian Divide	Wood Pile, Spur .... Side

Note—Look out for narrow rock cuts between Vera Cruz and Indian Divide

CARRIZOZO TO TUCUMCARI—EASTWARD

1452.2	Coyote	Pump House, Track No. 3 .... Side
1463.5	Ancho	Brick Wall, Brick Plant Track .... Side
1463.5	Ancho	Water Column, Main Track & Siding .... Side
1482.5	Gallinas	Screening House, Track No. 3 .... Side
1482.5	Gallinas	Screening House, Track No. 4 .... Over & Side
1482.5	Gallinas	Boiler House, Tracks Nos. 4 & 5 .... Side
1482.5	Gallinas	Stock Pen Platform, Siding .... Side
1490.9	Corona	Stock Pen Platform, Siding .... Side
1499.0	Torrance	Warehouse & Stock Pen Platforms, Stock Yard Track .... Side
1499.0	Torrance	Station Platform, House Track .... Side
1510.6	Duran	Water Column, Main Track & Siding .... Side
1510.6	Duran	Water Column, Tracks Nos. 6 & 8 .... Side
1510.6	Duran	Walls, Cinder Pit, Track No. 7 .... Side
1510.6	Duran	Freight House Platform, Track No. 13 .... Side
1524.7	W. of Vaughn	Concrete Arch, A. T. & S. F. Overhead Crossing, Main Track .... Over & Side
1525.4	Vaughn	Water Column, Main Track & Siding .... Side

SPECIAL INSTRUCTIONS, Continued

CARRIZOZO TO TUCUMCARI—EASTWARD (CONT'D)

Mile Post	LOCATION	DESCRIPTION
1528.1	Tony	Stock Pen Platform, Siding .... Side
1547.2	Pastura	Water Column, Main Track & Siding .... Side
1547.2	Pastura	Cinder Loading Incline & Pastura Trading Co. Platform, Siding .... Side
1552.4	Guadalupe	Platform, Ore Loading Spur No. 2 .... Side
1563.7	Pintado	Coal Chute, Main Track & Coal Chute Track .... Side
1568.3	Santa Rosa	Water Column, Main Track & Siding .... Side
1568.3	Santa Rosa	Moise Bros. Store & Warehouse, Ind'y Track No. 18 .... Side
1568.3	Santa Rosa	Coury Garage, Ind'y Track No. 18 .... Side
1585.8	Cuervo	Bond & Weiss Platform & Warehouse, Stock Yard Track .... Side
1627.4	Tucumcari	Sand House & Coal Chute Eng. House, Track No. 85 .... Side
1627.4	Tucumcari	Coal Hoist, Tracks Nos. 85 & 20 .... Side
1627.4	Tucumcari	Coal Hoist, Engine House, Track No. 21 .... Side
1627.4	Tucumcari	Walls, Cinder Pit, Tracks Nos. 22 & 49 .... Side
1627.4	Tucumcari	Car Repairers Office, Track No. 86 .... Side
1627.4	Tucumcari	Roundhouse & Machine Shop Doors, Track No. 45 .... Over & Side
1627.4	Tucumcari	Roundhouse Doors, Track No. 31 .... Over & Side
1627.4	Tucumcari	Mach. Shop Coal Bin, Track No. 31 .... Side
1627.4	Tucumcari	Freight House Platform, Tracks on both sides .... Side
1627.4	Tucumcari	Pump House & Cinder Loading Incline, Track No. 43 .... Side
1627.4	Tucumcari	Sinclair Oil Co. Fence, Track No. 42 .... Side
1627.4	Tucumcari	Tucumcari Ice Co Building & Coal Bins, both sides, Track No. 42 .... Side
1627.4	Tucumcari	Electric Light Co. Coal Bin, Track No. 42 .... Side
1627.4	Tucumcari	Tucumcari Light & Power Co Wire, 5th Street .... Over
1627.4	Tucumcari	Goldenberg's old Concrete Vault, Track No. 47 .... Side

TUCUMCARI TO DAWSON—EASTWARD

Mile Post	LOCATION	DESCRIPTION
1639.0	Bridge 1639-A	Steel Bridge over Canadian River, Main Track .... Over & Side
1673.0	Cabeza	Coal Chute, Main Track & Coal Chute Track .... Side
1686.3	Solana	Stock Pen Platform, Siding .... Side
1696.1	Roy	Floersheim Warehouse & Platform, Ind'y Track No. 3 .... Side
1696.1	Roy	Rocky Mtn. Bean & Elevator Co., Ind'y Track No. 3 .... Side
1696.1	Roy	Freight House Platform, Ind'y Track No. 3 .... Side
1706.4	Mills	Wilson Co. Elevator, Spur No. 6 .... Side
1715.6	Abbott	Wilson Co. Elevator, Spur .... Side
1729.8	Taylor	Coal Chute, Main Track & Track No. 3 .... Side
1759.4	Dawson	Water Column, Tracks Nos. 16 and 17 .... Side
1759.4	Dawson	Scale House, Tracks Nos. 7 & 9 .... Side
1759.4	Dawson	Sand House, Tracks Nos. 16 & 17 .... Side
1759.4	Dawson	Water Loading Crane, Track No. 15 .... Side
1759.4	Dawson	Walls, Depressed Track No. 18 .... Side
1759.4	Dawson	Coal Unloading Trestle, Track No. 25 .... Side
1759.4	Dawson	Oil House, Track No. 38 .... Side

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

Employes are warned that it is dangerous to ride on top or sides of cars at previously mentioned points.

Bunks on log cars, such as are used on the Cloudcroft Line, will not clear stock pen platforms.

HOSPITALS

GENERAL HOSPITAL, S. P. Hospital .... San Francisco, Calif.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeons.

SURGEONS

Location	Name	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager Hospital Department
El Paso	Dr. R. L. Ramey	Division Surgeon
El Paso	Dr. H. H. Varner	Assistant Division Surgeon
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon
El Paso	Dr. S. F. King	Assistant Surgeon
El Paso	Dr. J. J. Gorman	Assistant Surgeon
El Paso	Dr. J. M. Britton	Oculist and Aurist
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist
El Paso	Dr. S. A. Schuster	Assistant Oculist and Aurist
El Paso	Dr. W. L. Brown	Consulting Surgeon
(Service limited to consultation with Division Surgeon)		
Alamogordo	Dr. F. B. Evans	District Surgeon
Alamogordo	Dr. J. G. Holmes	District Surgeon
High Rolls	Dr. W. P. Shelley	District Surgeon
Cloudcroft	Dr. P. L. Atkins	District Surgeon
Tularosa	Dr. H. E. Whitacre	District Surgeon
Carrizozo	Dr. F. H. Johnson	District Surgeon
Carrizozo	Dr. M. G. Paden	Consulting Surgeon
(Service limited to consultation with District Surgeons or when they are not available)		
Carrizozo	Dr. P. M. Shaver	District Surgeon
Corona	Dr. R. R. Green	District Surgeon
Duran	Dr. A. A. Sanford	District Surgeon
Vaughn	Dr. J. W. Kinsinger	District Surgeon
Santa Rosa	Dr. Z. E. Funk	District Surgeon
Tucumcari	Dr. O. E. Brown	District Surgeon
Tucumcari	Dr. C. H. Ferguson	Assistant District Surgeon
Mosquero	Dr. D. C. Daniel	District Surgeon
Roy	Dr. M. D. Gibbs	District Surgeon
Dawson	Dr. C. S. Hart	District Surgeon
Dawson	Dr. W. R. Quinn	Assistant District Surgeon

LOCATION HOSPITAL STRETCHERS

ALAMOGORDO, CARRIZOZO, VAUGHN, DAWSON, TUCUMCARI.

RATING OF ENGINES—IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	BOILER PRESSURE	El Paso and Tucumcari	Tucumcari to Campana	Campana to Cabeza	Cabeza to Dawson	Dawson to Taylor	Taylor to Mills	Mills to Canadian	Canadian to Tucumcari	Alamogordo to Russia	Russia to Alamogordo	Carrizozo to Capitan	Capitan to Carrizozo
				SINGLE	SINGLE	HELPER 1.0	SINGLE	SINGLE	HELPER 1.0	SINGLE	HELPER 1.0	SINGLE	SINGLE	HELPER 1.0	SINGLE
P-11	P—68-24/26-157-S	3100 to 3109	176	1850											
P-12	P—73-27/28-186-S	3120 to 3129	190	2600											
Mk-5, 6	Mk—63-26/28-210-S	3241 to 3277	200	3000	2500	2500	2500	6900	6900	6900	6900				
Mk-7, 8, 9	Mk—63-29/30-247-S	3300 to 3324	176	3400											
Mk-7, 9	Mk—63-29/30-247-SF														
C-18	C—57-22/28-169-S	3400 to 3409	200	2300	1950	1950	1950	5250	5250	5250	5250				
C-19	C—57-22½/28-178-S	3410 to 3426	200	2400	2050	2050	2050	5500	5500	5500	5500				
C-20	C—57-25/30-196-S	3440 to 3444	170												
C-23	C—57-23/30-193-S	3450, 3451	200	2600	2200	2200	2200	6000	6000	6000	6000				
C-22	C—57-25/30-193-S	3452 to 3469	170												
F-3	F—63-29½/32-307-S	3653 to 3667	200	4200											
F-4	F—63-29½/32-319/B-62-SF	3668 to 3717	200	4400											
Mt-1, 3, 4	Mt—73-28/30-246/B-60-SF	4300 to 4362	210	3600											
Mt-2	Mt—73-29/30-262-SF	4385 to 4390	210	3550											
C-14	C—46-21/24-125	2504	160									245	8000	760	940
C-15	C—50-21/26-126	2505 to 2508	160									230	8000	730	930
C-17	C—51-21½/28-160	2510, 2511	180									320	8000	970	1160
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS	LESS THAN 40 M's			6	6	6	6	6	6	6	6	3	3	3	3
	40 M's TO 50 M's			3	3	3	3	3	3	3	3	0	0	0	0
	50 M's AND OVER			0	0	0	0	0	0	0	0	0	0	0	0

NOTE: Ratings for districts Gallinas to El Paso and Gallinas to Tucumcari will be car limit instead of Ms.

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of engines will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

C-57—22/30—187

CLASS "C"—Consolidated engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers
"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

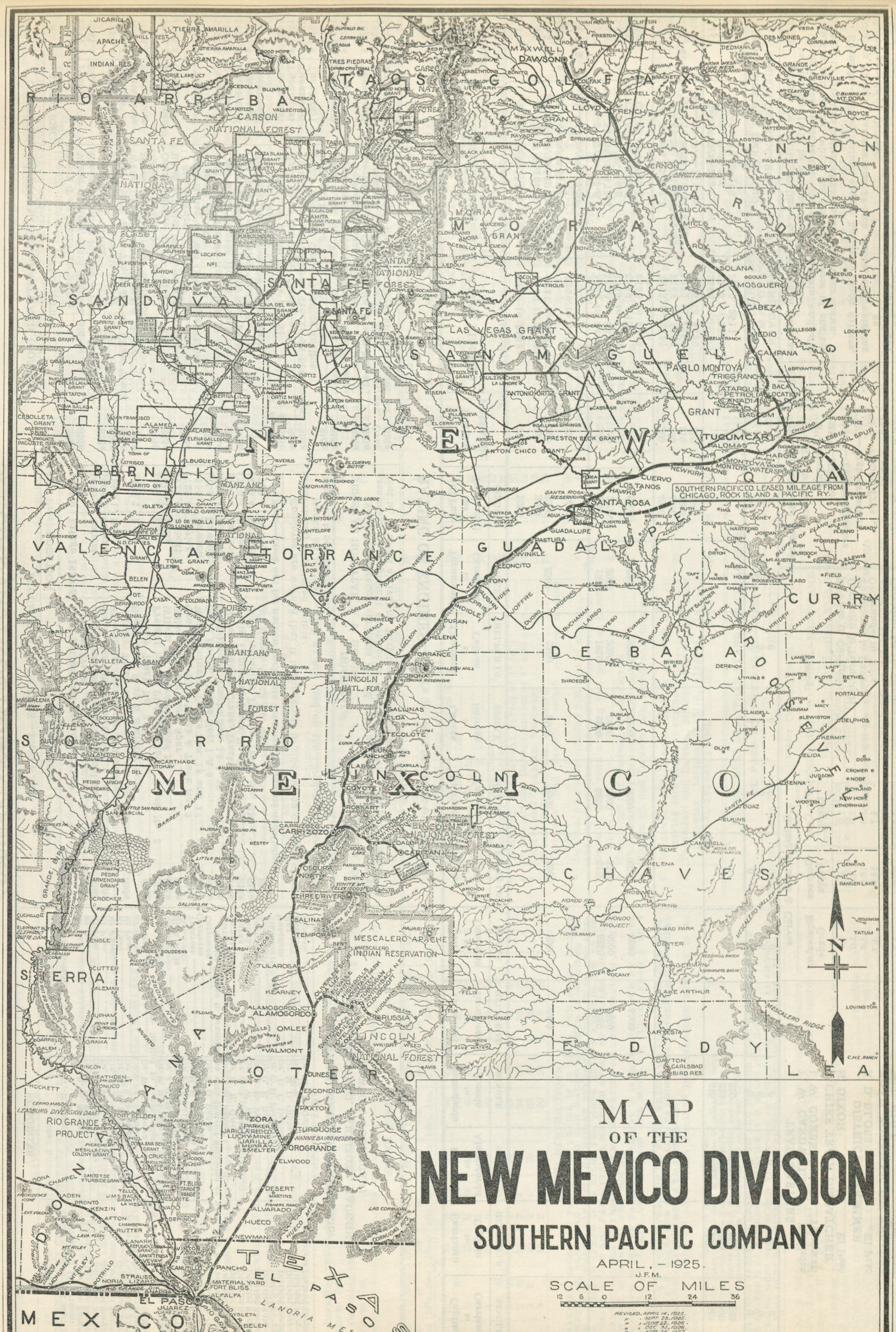
District	Ruling Grades & Curves: Per Cent Grade	Degrees Curve	Equivalent Grade
El Paso to Carrizozo	1.0	4.0	1.0
Carrizozo to Tucumcari	1.0	4.0	1.0
Tucumcari to Dawson	3.0	10.0	3.0
Orogrande to Zora	4.7	18.0	4.7
Alamogordo Jct. to Russia	5.2	30.0	5.2
Carrizozo Jct. to Capitan	4.5	20.0	4.5

TRAINMASTERS
T. W. CARDWELL .... Carrizozo
J. W. CORBETT .... Tucumcari

CHIEF TRAIN DISPATCHER
H. DIXON .... El Paso

DISTRICT EXAMINER
R. D. BLOSS .... El Paso

ROAD FOREMAN OF ENGINES
M. L. HULL .... Tucumcari



MAP
OF THE
NEW MEXICO DIVISION
SOUTHERN PACIFIC COMPANY
APRIL, - 1925.
J.F.M.
SCALE OF MILES
12 6 0 12 24 36
REVISED, APRIL 14, 1925.
" , SEPT. 23, 1925.
" , JUNE 22, 1926.
" , DEC 31, 1926.
" , SEPT. 20, 1927.
" , SEPT. 5, 1928
NEW MEXICO
RIO ARRIBA
TAOS
COLFAX
UNION
MORA
HARDING
SANDOVAL
SANTA FE
SAN MIGUEL
QUAY
BERNALILLO
VALENCIA
TORRANCE
GUADALUPE
CURRY
DE BACA
ROOSEVELT
SOCORRO
LINCOLN
CHAVES
SIERRA
OTERO
DONA ANA
EDDY
LEA
TEXAS
EL PASO
MEXICO
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM CHICAGO, ROCK ISLAND & PACIFIC RY.
MESCALERO APACHE INDIAN RESERVATION
CARSON NATIONAL FOREST
LINCOLN NATIONAL FOREST
SANTA FE
TUCUMCARI
SANTA ROSA
ALAMOGORDO
CARRIZOZO
EL PASO
N